IN THE CLAIMS:

1-18. (Canceled).

19. (Previously Presented) An internal combustion engine with at least one piston reciprocating in a cylinder, comprising a piston ring region with at least one piston ring, with the piston comprising a piston wall and at least one first cavity for receiving gases passing at least one piston ring, with a piston ring region of the piston being connected via at least one first flow path with the first cavity, and with gases being removable from the first cavity via at least one second flow path, wherein the second flow path ends in an outlet opening in a region of the wall of the piston, with the outlet opening communicating in at least one piston position with an inlet opening in the cylinder wall.

20. (Previously Presented) The internal combustion engine according to claim 19, wherein the inlet opening leads to a collecting manifold in the cylinder housing.

21. (Previously Presented) The internal combustion engine according to claim 20, wherein a non-return valve opening in a direction of the collecting manifold is arranged in a region of the inlet opening.

22. (Previously Presented) The internal combustion engine according to claim 19, wherein the first cavity is configured as an annular space.

23. (Previously Presented) The internal combustion engine according to claim 22, wherein the annular space is adjacent to the piston ring region.

24. (Currently Amended) The internal combustion engine according to claim ~~1~~ 19, wherein the first cavity is flow-connected via at least one connecting manifold with a second cavity formed by a gudgeon pin of hollow configuration.

25. (Previously Presented) The internal combustion engine according to claim 24, wherein the gudgeon pin is sealed off on the face side by at least one cover.

26. (Previously Presented) The internal combustion engine according to claim 19, wherein the second flow path ends in a region of the piston skirt of a piston.

27. (Previously Presented) The internal combustion engine according to claim 19, wherein the first manifold originates from the piston ring region of at least one piston ring configured as a compression ring.

28. (Previously Presented) The internal combustion engine according to claim 19, wherein the first or second flow path is formed by at least one manifold formed into the piston.

29. (Previously Presented) The internal combustion engine according to claim 19, wherein the second flow path is formed by a gudgeon pin with hollow configuration.

30. (Previously Presented) The internal combustion engine according to claim 29, wherein the outlet opening is formed by an open face side of the gudgeon pin.

31. (Previously Presented) An internal combustion engine with a cylinder, in which two pistons are arranged oscillating in opposite directions, wherein in a region associated with one of the upper dead center positions of the pistons a substantially cylindrical fire ring is arranged in the cylinder.

32. (Previously Presented) The internal combustion engine according to claim 31, wherein the inside diameter of the fire ring is smaller than the diameter of the cylinder.

33. (Previously Presented) The internal combustion engine according to claim 31, wherein the fire ring is inserted into an annular recess of the cylinder jacket of a cylinder, which recess is formed by a relief.

34. (Previously Presented) The internal combustion engine according to claim 31, wherein the fire ring is provided with a slotted configuration.

35. (Previously Presented) The internal combustion engine according to claim 34, wherein a slot of the fire ring is configured in an oblique manner relative to a cylinder axis.

36. (Previously Presented) The internal combustion engine according to claim 31, wherein the fire ring is arranged in an anti-twisting manner in the cylinder.

37. (Previously Presented) The internal combustion engine according to claim 36, wherein the fire ring is held by an anti-twist device.

38. (Previously Presented) The internal combustion engine according to claim 37, wherein the anti-twist device of the fire ring is formed by a screw or pin engaging in the slot and inserted into the cylinder.

39. (Previously Presented) The internal combustion engine according to claim 37, wherein the anti-twist device fully fills the width of the slot at least one point.

40. (Previously Presented) The internal combustion engine according to claim 31, wherein the cylinder is formed by a cylinder liner.

41. (Previously Presented) The internal combustion engine according to claim 31, wherein the fire ring comprises at least one pass-through opening for a component opening into the combustion chamber, with the component being selected from the group injection nozzle, pre-chamber nozzle and spark plug.